

DOCUMENT FILE

NOTE

SEE 890g.6363 T 84/491 FOR #55

FROM Iraq (Brown) DATED September 9, 1931
TO NAME 1-1127 GPO

REGARDING:

Iraq negotiations with British firm of
Pearson's Limited concerning the construction
of a combined railway and highway bridge
across the Tigris at Baghdad.

las

890G.1541 / 1

890g.1541

new.

DOCUMENT FILE

NOTE

SEE 890g.00/169 FOR #95

FROM Iraq (Sloan) DATED Dec.16,1931

TO NAME 1-1127 ...

REGARDING: Construction of a steel bridge across the Tigris River at Mosul.

Advises that the contracts for the material have been awarded by Crown Agents in London acting on behalf of Iraq Govt. Work of erection will be carried out by Public Works Department.

890G.1541/2

A New Bridge for Mosul.

8909.1541
A new steel bridge is to be built across the Tigris River at Mosul, and contracts for the necessary material at a total cost of 10,000 pounds sterling, f.o.b. have been awarded by the Crown Agents in London acting on behalf of the Iraq Government. The total length of steel work on this bridge is 984 feet, and there will be a masonry causeway approach of 450 feet on the left bank of the river and of 250 feet on the right bank. The width of the bridge roadway will be 18 feet and the road level will be 8 feet 6 inches above high flood mark. The work of erection

is

- 5 -

is to be carried out by the Public Works Department and the material has been bought from English firms.

DOCUMENT FILE

NOTE

SEE 890g.00/175 FOR #104

FROM Iraq (Sloan) DATED Jan.15,1932
TO NAME 1 1127 g p o

REGARDING:

Construction work about complete on new steel bridge across the Euphrates River at town of Fallujah, enroute ~~Between~~ Damascus and Baghdad.

This bridge which is being built by the English firm of Sir John Jackson, Ltd, will be open to public use within the next month.

890G.1541 / 3

THE FALLUJAH BRIDGE.

For some years work has been carried on at the town of Fallujah, which is situated on the banks of the Euphrates River on the convoy route between Damascus and Baghdad, by the English firm of Sir John Jackson, Limited, on a steel bridge across that river. The bridge, which rests on six piers, four of which have been sunk in the bed of the river, is about 900 feet long and the roadway over this bridge will have a width of about 12 feet. Construction work is now about completed and the bridge will probably be thrown open to public use within the next month. This will be a great improvement over the old pontoon bridge which is now in use.



LEGATION OF THE
UNITED STATES OF AMERICA

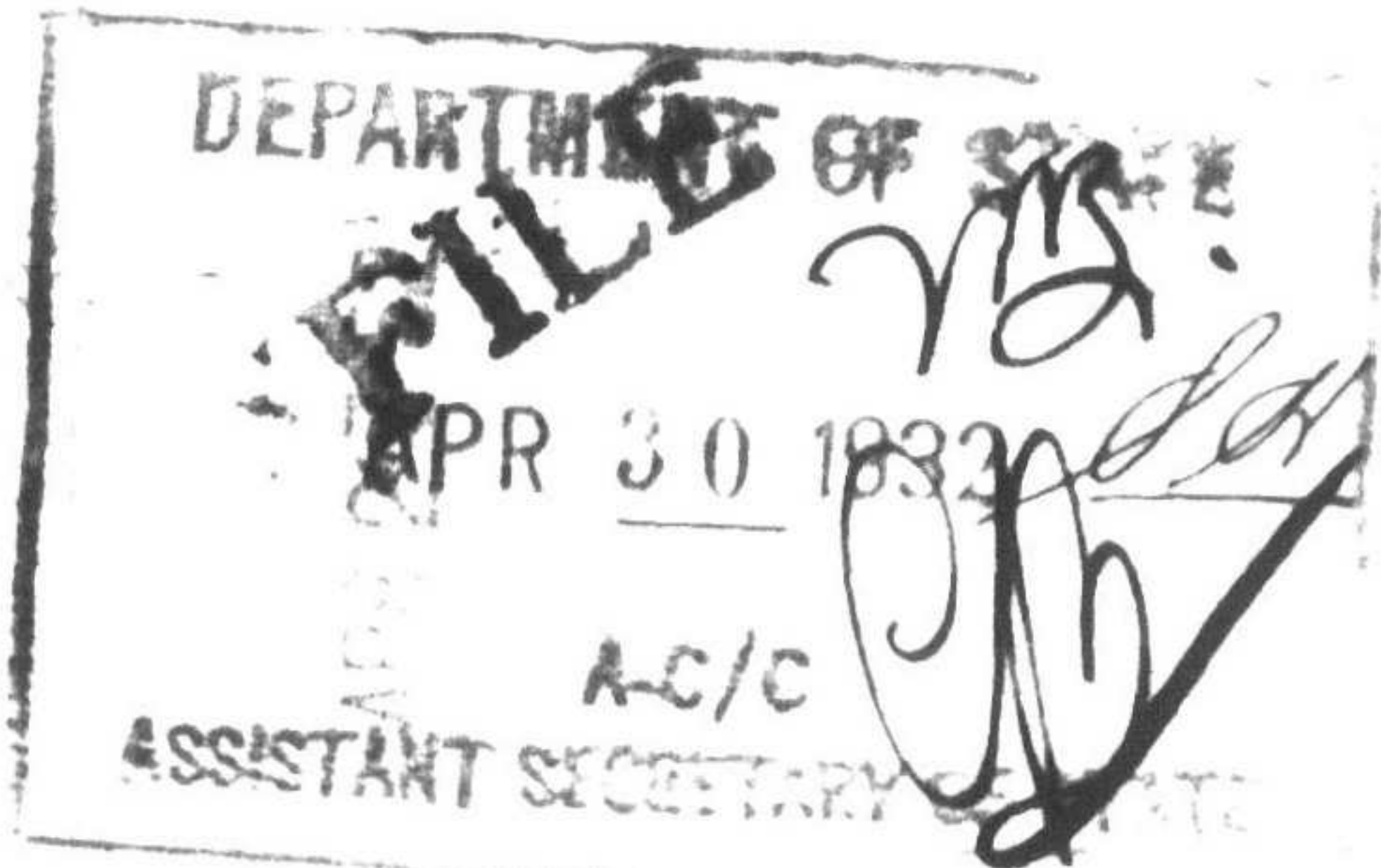
45362

File

No. 174 - Diplomatic

Baghdad, April 9, 1932.

Subject: The Official Opening of the Fallujah
Bridge.



COMMENCE 2
HSA

8909.1541

MAY 2 - 1932

The Honorable

The Secretary of State,
Washington, D.C.

File HSA
MW

Sir:

I have the honor to refer to that portion of
despatch - Diplomatic Series - No. 104, dated January
15, 1932, which concerns the construction of the
Fallujah bridge and to report that this bridge was
officially opened by His Majesty King Faisal on April
5th.

The construction of the Fallujah bridge was begun
in 1927 by the English firm of construction engineers,
Sir John Jackson and Company. It was expected that the
bridge would be open for traffic within about a year and
a half

8909.1541/4

MAY 5 - 1932

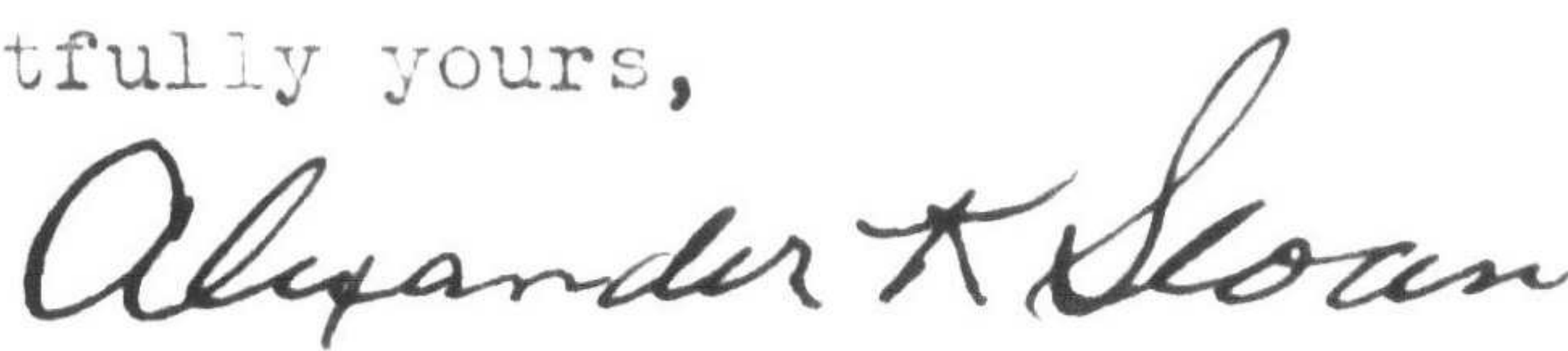
FILED

a half but exceptionally high floods during the summer of 1928 destroyed practically all construction which had been completed by that time. Furthermore, owing to a question as to the payment of the damages caused by this flood, differences arose between the Government and the contractors and the matter was finally submitted to arbitration.

The Minister of Economics and Communications in his speech at the opening ceremony stated that three modern bridges had been built across the Euphrates, two of them in Iraq and one in Syria, but added that the Fallujah bridge was the strongest and most up-to-date of them all. He further stated that the length of the bridge is 904 feet, its width 12 feet, its height 30 feet and its foundations have been sunk some 50 feet below the bottom of the river.

The Fallujah bridge should greatly facilitate travel over the desert route between Baghdad and Damascus as the pontoon bridge which it replaces was so weak that heavily loaded trucks were compelled to take their freight over in relays. Since the new steel bridge can support a truck weighing 15 tons, freight should now be handled much more expeditiously and much more cheaply.

Respectfully yours,


Alexander H. Sloan.

DOCUMENT FILE

NOTE

SEE 890g.00/215 FOR #284

FROM . Iraq (Hughes) DATED Sept.17, 1932
TO NAME 1 1127 . . .

REGARDING: Building of a permanent bridge across the Tigris near Mosul.

890G.1541/5

5

business revival, he believes, is owing mostly to the activity of the Iraq Petroleum Company which has been bringing men, materials, and money to the Kirkuk district as it begins the work of laying the new pipe line to the Mediterranean. Whether or not this has been brought about by the coming of the oil people, the fact remains, according to reports that the increased prosperity and civic improvements are very evident throughout the whole Kirkuk district. Houses are being constructed and roads have been greatly improved.

FIRST PERMANENT BRIDGE ACROSS THE TIGRIS The first permanent bridge to be built across the Tigris river was begun a short time ago near the city of Mosul. Fifteen years ago neither the Tigris nor the Euphrates was spanned by a permanent bridge; even those at Baghdad were built on pontoons. Since the war permanent bridges have been constructed across the Euphrates at Felluja, Barbuti, and Der-ez-zor (Syria), while only the boat-bridges at Baghdad and Amara exists across the Tigris.

The new Mosul bridge will be nearly 1,000 feet long consisting of eight, 120 foot spans which were purchased from the British Military Disposals Board in England. With the exception of cement, all the construction materials have been ordered from British firms. The bridge is to have a 18 foot vehicular thoroughfare and a 5 foot cantilever side-walk on either side and approaches to the bridge measuring about 345 feet. The foundation consists of pairs of steel

DEPARTMENT OF STATE

BUREAU OF INDEXES AND ARCHIVES

- 13 -

steel cylinders with steel piers. The estimated total cost of the bridge is slightly under £70,000 (\$245,000) and construction is being pushed as rapidly as possible in order that it may be advanced sufficiently to withstand the floods occurring from November to June.

DOCUMENT FILE

NOTE

SEE 890g.00 General conditions/5 FOR #83

FROM Iraq (Knabenshue) DATED May 3, 1933
TO NAME 1-1127

REGARDING: Proposed construction of two permanent bridges across the Tigris.

890G.1541/6

DEPARTMENT OF STATE

- 10 -

BUREAU OF INDEXES AND ARCHIVES

has requested the inclusion of funds in its appropriation which will enable the Public Works Department to begin work on two permanent bridges¹ across the Tigris.

Comment: The erection of two permanent bridges across the Tigris will meet a crying need of Baghdad. It is not uncommon during wind storms to find pedestrians stranded at the middle of Maude Bridge violently sea sick. Motorists often experience the greatest difficulty in manoeuvring a crossing during wind storms. The proposed construction of these two bridges will form the subject of a subsequent despatch.

8907 1541

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~~16505~~

AMERICAN CONSULATE GENERAL

Baghdad, Iraq, June 13, 1933.

file
HSV

M ✓
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SUBJECT: Two Permanent Bridges to be Constructed
across the Tigris River at Baghdad.



THE HONORABLE

THE SECRETARY OF STATE

Copy to Commerce
WASHINGTON.

AW

A

SIR:

I have the honor to report that an appropriation of I.L. \$,000 has been approved in the 1933-34 budget of the Ministry of Economics and Communications for defraying the cost of testing the stratum of the river bed and other preliminary work in connection with the construction of two permanent bridges across the Tigris River at Baghdad. The construction of the bridges is dependent upon the Government's success in raising a loan in London during the summer.

I am informed by the Adviser to the Ministry of Economics and Communications that the British engineering firm retained by the Iraq Government in an advisory capacity has been instructed to submit designs for the bridges and that foreign engineering firms will be invited to bid late in 1933 or early in 1934. The companies will be asked to submit bids for both bridges. It is estimated that the cost will approximate £300,000.

The Department will be kept informed of any further developments, as the construction of the bridges may be

of

8906.1541/7

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JUL 14 1933

AM RECD

8906.1541
208
9909.51

of interest to American engineering firms.

Respectfully yours,



F. Inabenshue,
Minister Resident
and Consul General.

File No. 815.4
GWR/jnc.

Copy to American Embassy, London,
Copy to E. I. C., Paris.

DOCUMENT FILE

NOTE

SEE 890g.00 General conditions/32 FOR #336

FROM Iraq (Knabenshue) DATED June 27, 1934

TO NAME 1127 070

REGARDING: New bridge at Mosul.

Opening of - by King Ghazi on June 10.

890G.1541/8

8

ENGAGEMENT OF CLERK IN CONSULATE GENERAL, BAGHDAD.

On June 9, 1934, Al-Alam Ul-Arabi carried the following item:

In response to an invitation extended by Anwar Beg Khayatt, a number of prominent persons attended the betrothal ceremony of Mr. John Gourj to Miss Alice Daniel Skender on Thursday afternoon, June 7. The society was very pleasant and the ceremony was conducted with good order and high taste. Among the guests were the American Minister and his respectful wife. Our best wishes go to the engaged couple for a happy and successful life.

NEW BRIDGE AT MOSUL.

On June 10, 1934, King Ghazi officially and successfully opened the new steel truss bridge at Mosul. The new bridge replaces the picturesque Turkish stone-arch bridge which spans the quarter-mile of dry river bed between high bank below Nineveh and the edge of the water across from Mosul, but does not cross the river. The steel bridge crosses the river as well, and will be a great convenience for Mosul and northern Iraq.

Comment: The Minister of Economics and Communications made a speech referring to the structure as "my" bridge. Construction started on July 1, 1932 and was finished in April, 1934. The present Minister of Economics and Communications, Abbas Beg Mehdi, was inducted into office on February 20, 1934. There is a widely-circulated story to the effect that this bridge was designed and manufactured during the war to be thrown across the Rhine at Cologne, where the retreating Germans were expected to destroy the present bridge. The Armistice

intervened

intervened before military operations reached the Rhine, the Cologne Bridge was not destroyed, and the British found themselves holding a bridge for which they had no use. They began casting about for a purchaser, and the result is to be seen at Mosul.

File No. 891
JSM/jnc.

DOCUMENT FILE

NOTE

SEE 890g.00 General conditions/35 FOR #355

FROM Iraq (Moose) DATED Aug.3, 1934
TO NAME 1-1127 ...

REGARDING: Site for new bridge near Baghdad chosen.

890G.1541/9

9

II

MISCELLANEOUS EVENTS

NEW BRIDGE FOR BAGHDAD.

The site of the new steel bridge for Baghdad has at long last been chosen. It will be about 100 yards north of the present north bridge. Plans and specifications for the new structure have been drawn up.¹

Comment: The Public Works Department will carry out the work with its own staff. Some 55 houses on the right bank of the Tigris are being expropriated to make way for the bridge's approaches. Materials will probably be purchased in England.

8909-1541

DOCUMENT FILE

NOTE

SEE 890g.00 General conditions/40 FOR #389

FROM Iraq (Knabenshue) DATED Oct.18, 1934
TO NAME 1-1137 ...

REGARDING: Specifications for the Baghdad bridge.

890G.1541/10

10

Baghdad Bridge.

9707-1541

The Ministry of Economics and Communications has completed the design for the Baghdad bridge. The structure will be 11 meters wide, providing a 3-meter one-way motor road on each side of the bridge, with a 5-meter animal and carriage road in the middle. Outside the bridge proper, two 2-meter sidewalks will be suspended.

A swing span will allow boats to pass.³

1. Al-Iraq, October 5, 1934.
2. Iraq Times, October 12, 1934.
3. Al-Iraq, October 13, 1934.



LEGATION OF THE
UNITED STATES OF AMERICA

CONFIDENTIAL.

No. 513 - Diplomatic

Baghdad, July 25, 1935.

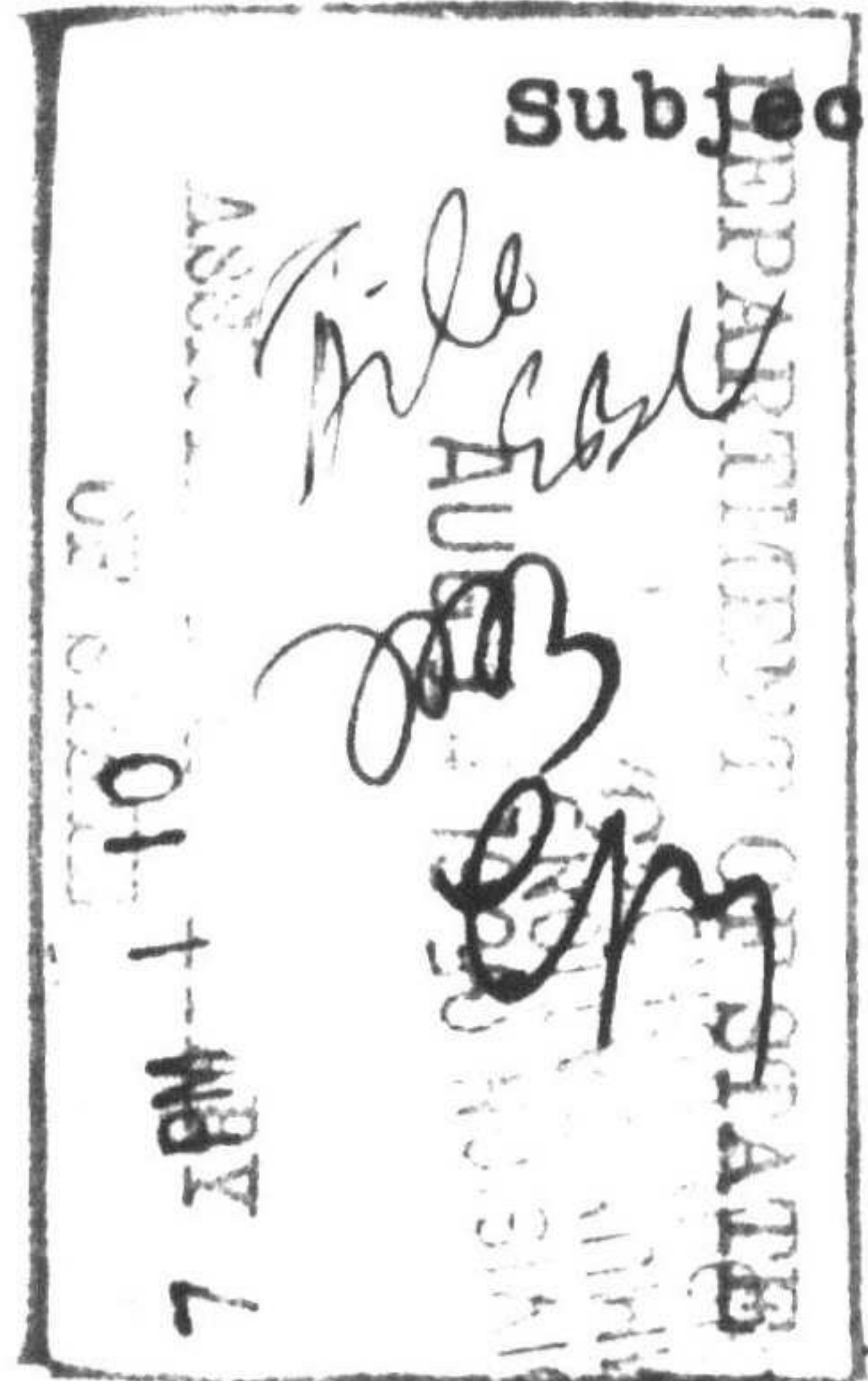
Subject: Tender for Construction of Permanent
Bridges at Baghdad.

AUGUST 18 1935

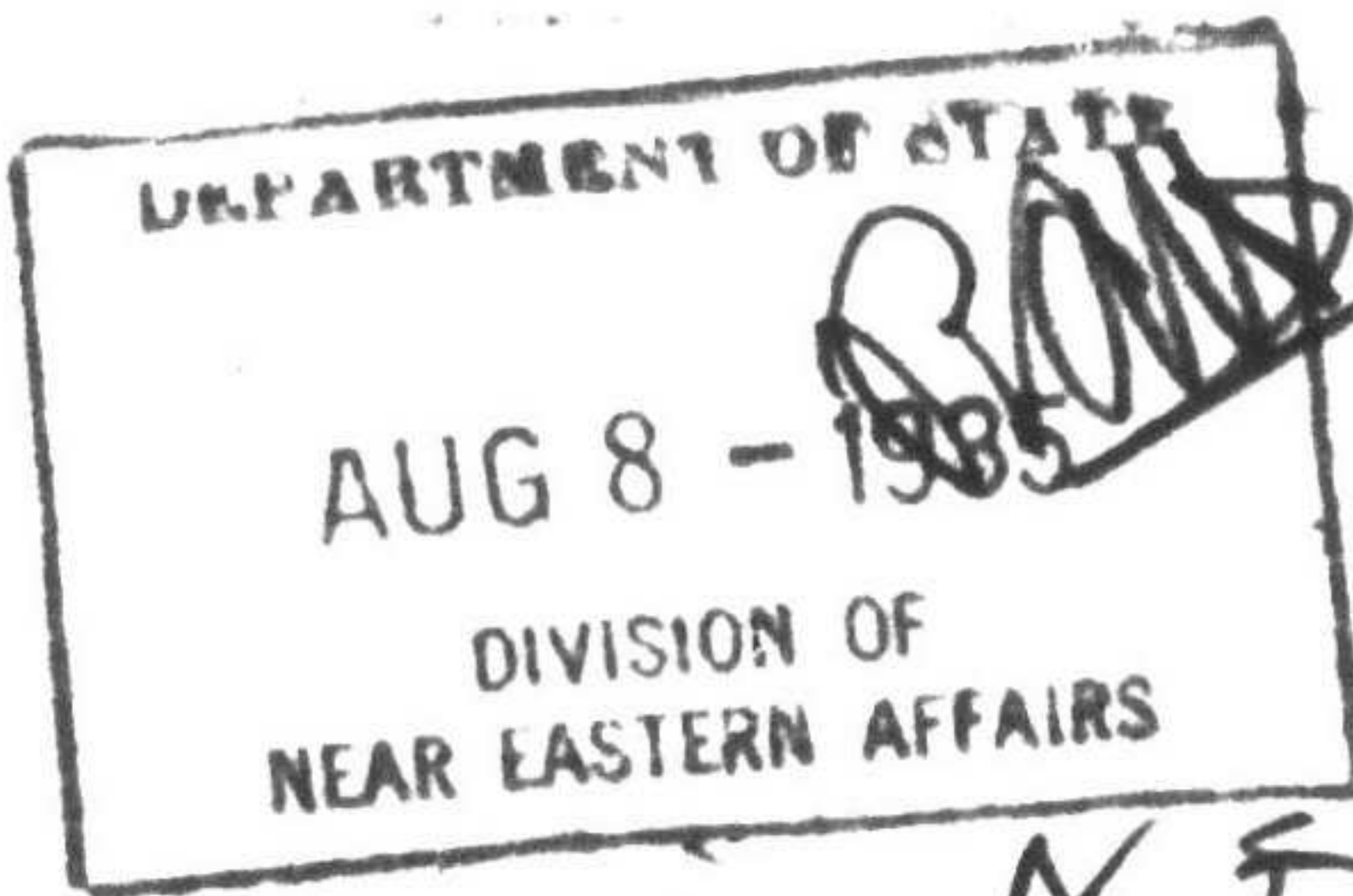
*Letter to Commerce
8/13/35
R. M. Ford*

8906.1541/11

RECEIVED
DEPARTMENT OF STATE



FOR DIS



Copy in NE

The Honorable

The Secretary of State,
Washington.

Sir:

I have the honor to refer to a note received from the Ministry of Foreign Affairs of the Government of Iraq, translation of which is attached, requesting this Legation to furnish the names of one or two appropriate American enterprises which might be invited by the Iraq Government to participate in tendering for the construction of two permanent bridges across the Tigris River at Baghdad.

As mentioned in this Consulate General's semi-annual economic review for the period January 1, 1935 to June 30, 1935, it is understood that the construction of these two permanent bridges is about to take place.

The

AUG 17 1935

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The note from the Ministry of Foreign Affairs is of course in accord with this information.

In view of past practice, of which a recent outstanding example is the award of Kut Barrage contract to a British firm after a French firm had submitted the lower bid, it is felt that in the end this new contract will go to a British firm but that the Iraq Government is making a gesture of international impartiality. At the same time it is believed that in the Iraq Government there is a feeling in favor of international competition but that as yet British influence has been strong enough to prevent any positive materialization of this feeling. Consequently, although considerable doubt may be raised as to the probability of any non-British firm securing the present tender, the matter may also be looked at in the light of future possibilities.

It is of course impossible under any circumstances for this office to select any single American firm or two firms for the benefit of the Iraq Government. If the Department considers in its discretion that the names of firms should be submitted, it is respectfully suggested that such names be telegraphed to this office for transmission to the Ministry of Foreign Affairs, and it is likewise suggested that firms included be limited to those of substantial importance and experience in international contracting, especial reference being made to conditions in this part of the world.

Respectfully yours,


Stanley G. Slavens,
Charge d'Affaires ad interim.

✓
Enclosure:

Translation of note
from Foreign Office No. 6430
of July 23, 1935.

File No. 815.4
SGS/jnc.

Enclosure to despatch No. 513 - Diplomatic - of July 25, 1935, from American Legation at Baghdad, Iraq.

TRANSLATION.

The Government of Iraq
Ministry of Foreign Affairs
Division of Consular Affairs

No. 6430

Baghdad, July 23, 1935.

The Ministry of Foreign Affairs presents its compliments to the American Legation at Baghdad and has the honor to advise that the Iraq Government has decided to invite a number of well known contractors in different countries for the submission of tenders and plans for the two bridges which it is proposed to construct at Baghdad. The Ministry requests, therefore, the Legation to furnish to it the name of one or two companies of good reputation and standing in its own country in order that they be invited to take part in the tender under discussion.

Awaiting a reply, the Ministry avails itself of this occasion to express the assurance of its highest consideration and respect.

Seal.

The American Legation,
Baghdad.

August 18 1935

In reply refer to
NE 890g.1541/11

890G.1541/12

The Secretary of State presents his compliments to the Honorable the Secretary of Commerce and transmits herewith a copy of a despatch, together with its enclosures, from the Chargé d'Affaires ad interim at Baghdad, relative to the desire of the Iraqi Government to have American firms submit tenders on two bridges to be built across the Tigris River at Baghdad.

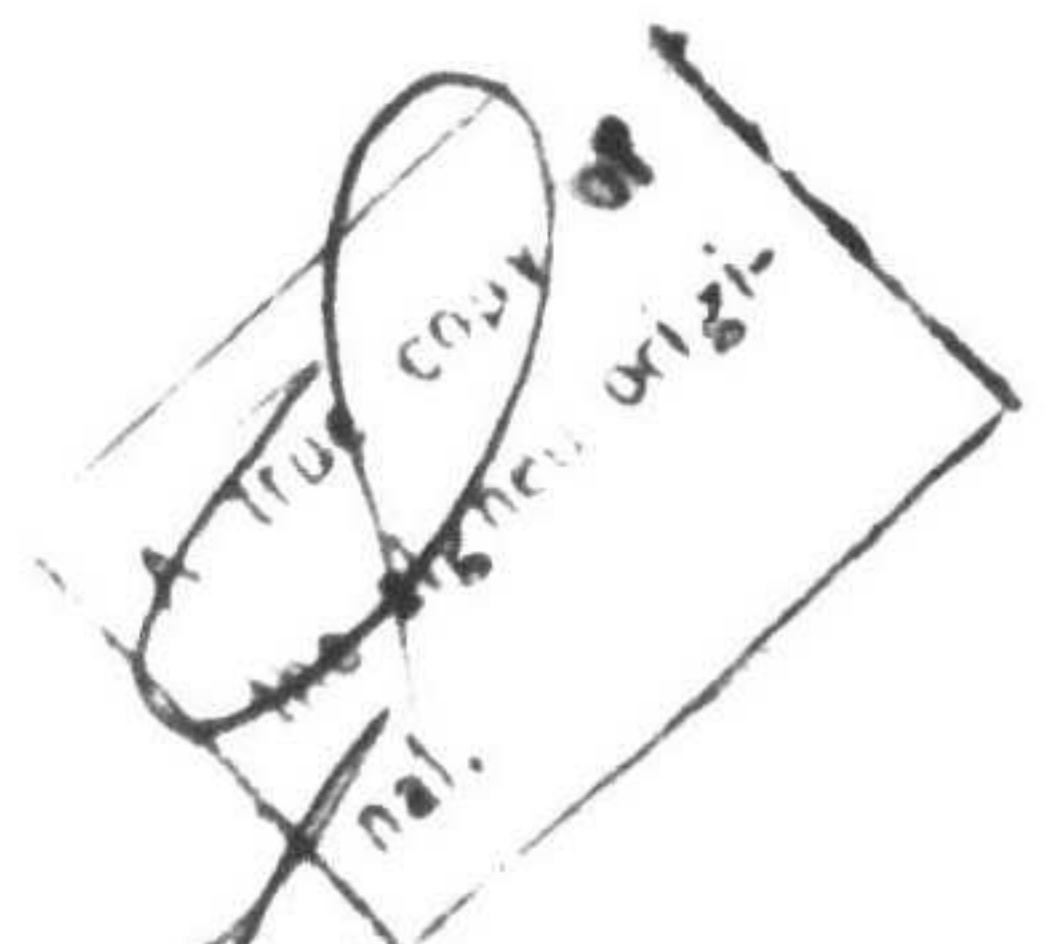
This Department would appreciate being informed as to the nature of the reply which may be made to the Chargé in Baghdad on this subject.

Enclosures:

Despatch No. 513-Diplomatic,
July 25, 1935, from Baghdad,
with enclosures.

NE RAH/LVD

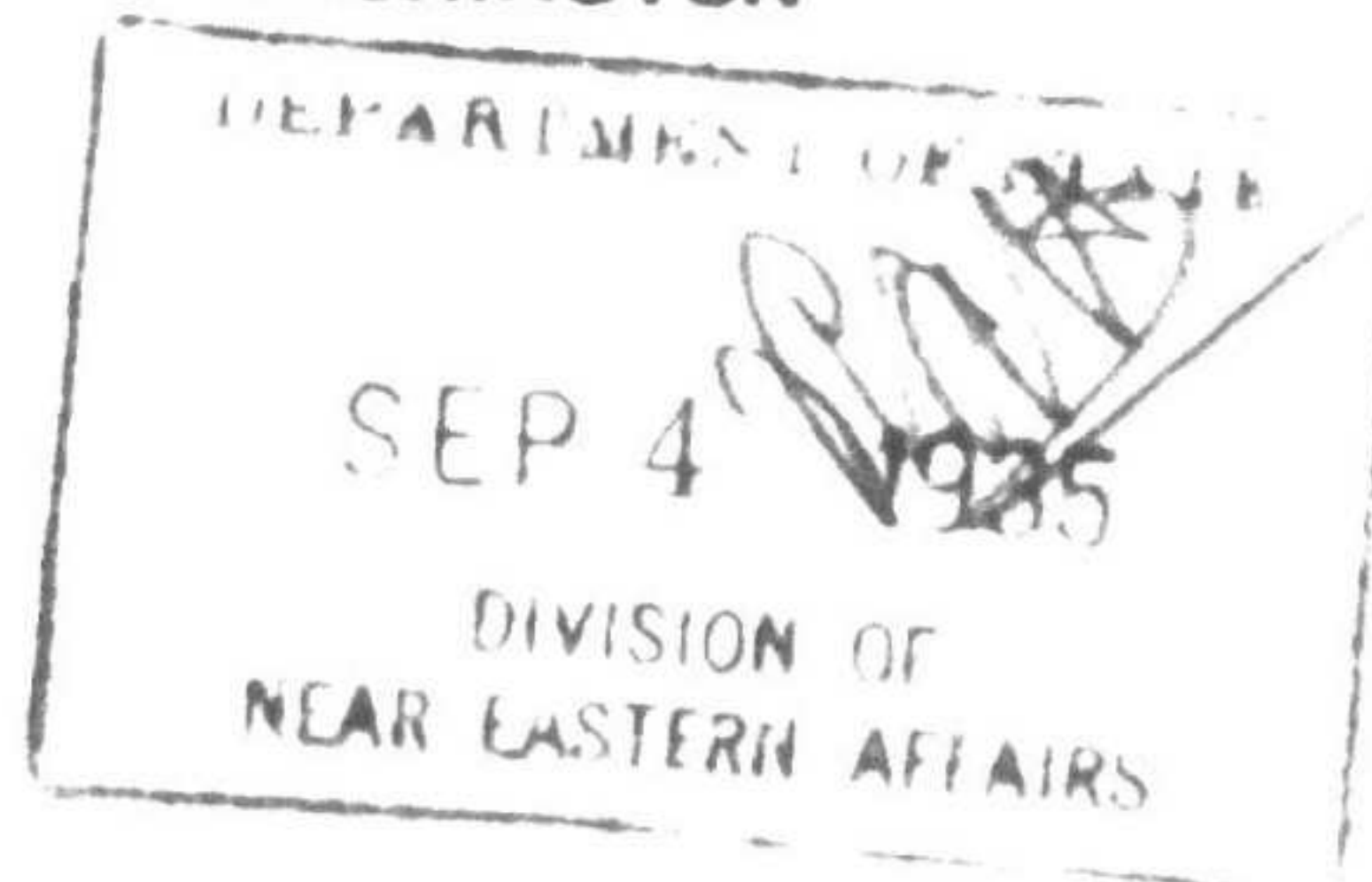
AUG 18 1935 PM



DEPARTMENT OF COMMERCE

BUREAU OF FOREIGN AND DOMESTIC COMMERCE

WASHINGTON



1935 AUG 29 PM 2 42

August 28, 1935.

Hon. Wilbur J. Carr,
Assistant Secretary of State,
Department of State,
Washington, D. C.

IN REPLY REFER TO

32

*3 p. encl. to Minister at
Baghdad enclosing copy of
Bureau's letter dated in
A-C/C 8/31/35.*

Attention : A - C/C.

Dear Mr. Carr:

Reference is made to the communication of July 25, 1935 (No. 513-Diplomatic) from Stanley G. Slavens, Chargé d'Affairs ad interim at Baghdad, and to your request that suggestions be made as to the information to be contained in your reply.

I am informed by the Metals and Minerals Division of this Bureau that the desire of the Ministry of Foreign Affairs of the Government of Iraq to receive bids for the construction of two bridges over the Tigris at Baghdad from American firms has been brought to the attention of all companies engaging in work of this character. In the absence of plans and specifications and to facilitate their participation, it has been suggested that interested firms communicate directly with the Ministry of Foreign Affairs at Baghdad.

It also might be appropriate to advise the Chargé that the June 26, 1935, issue of The Iron and Steel Fortnightly (No. 108), a copy of which is attached, contained a notice of the proposal to erect these two bridges. Issue No. 112, of August 21, will carry a notice of this latest development.

Very truly yours,

Lacey C. Zapp
Lacey C. Zapp,
Liaison Officer.

Enclosure 61486

SEP 5 1935

FILED

8906.1541/13

September 4 1935

No. 167

To the American Minister Resident and Consul General,
Baghdad.

The Secretary of State refers to the Legation's despatch No. 513 - Diplomatic, dated July 25, 1935, relating to a tender for construction of permanent bridges at Baghdad. In connection therewith there is transmitted with this instruction a copy of a letter (33), dated August 28, 1935, from the Bureau of Foreign and Domestic Commerce, with its enclosure, indicating the action of the Bureau with respect to the information contained in the Legation's despatch referred to above.

8900.1541/13

✓
Enclosure:

From Bureau of Foreign
and Domestic Commerce,
August 28, 1935, with
enclosure.

8900.1541/13

7/12
A-C/C:GHK:DMK 8-31

RE
RAA



JMJr.



LEGATION OF THE
UNITED STATES OF AMERICA

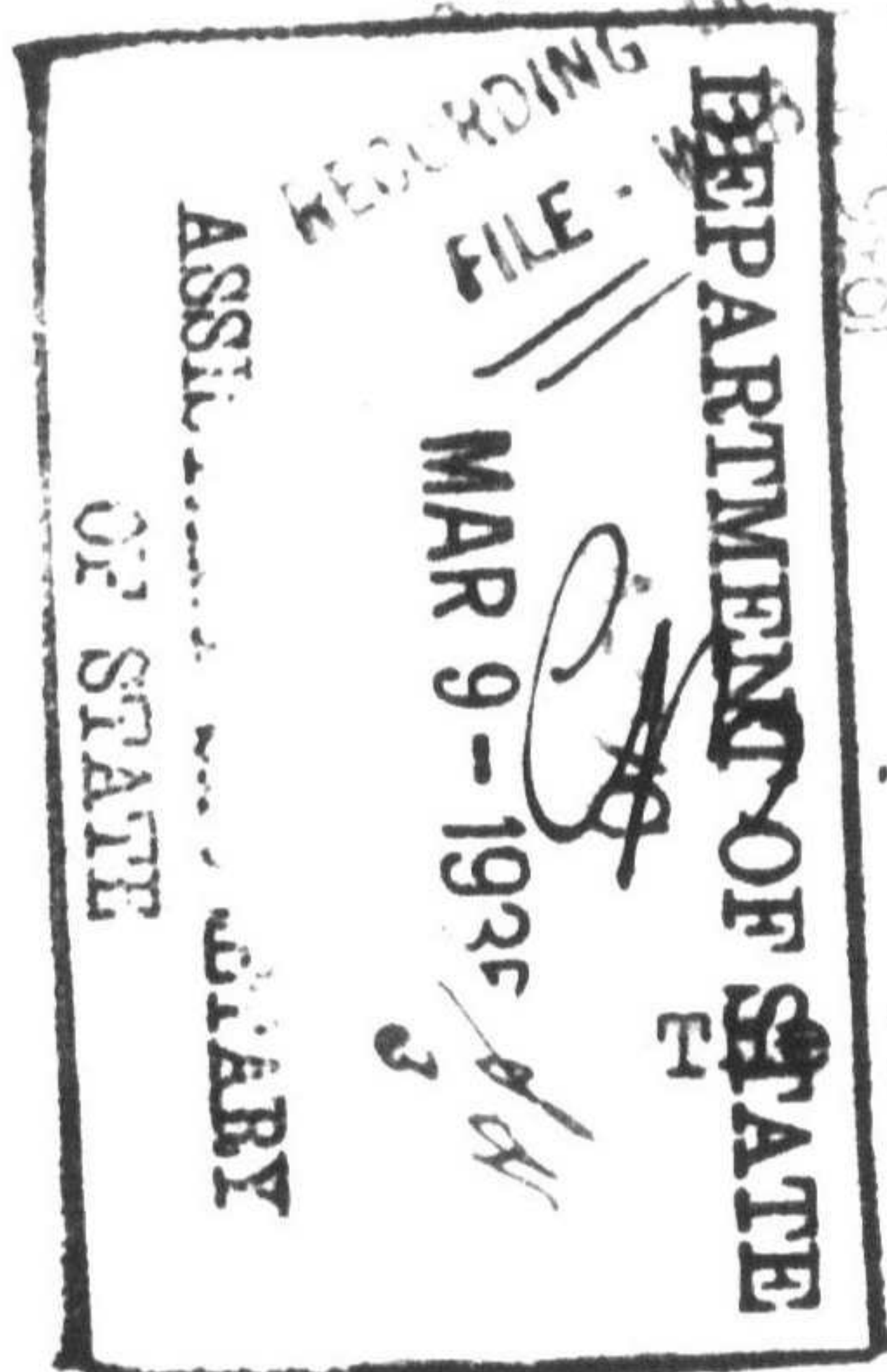
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No. 586 - Diplomatic

Baghdad, February 18, 1936.

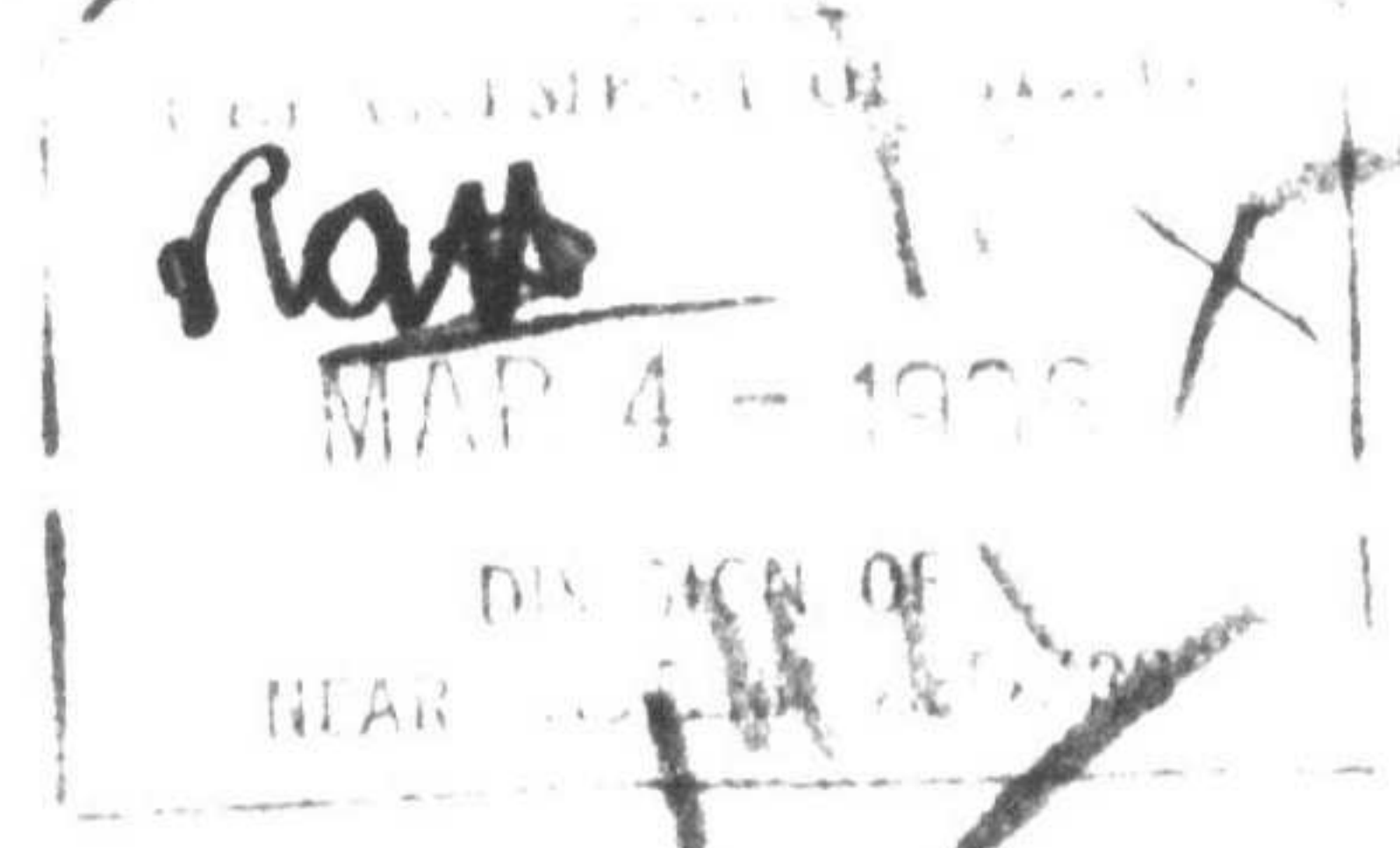
Subject: Preliminary Notice of Invitation for
Tenders for Construction of Two Steel
Bridges at Baghdad.



To the Field
In U. S. A.

Copy to Commerce
MAR 10 1936 AW

File



Honorable
The Secretary of State,
Washington.

Sir:

I have the honor to refer to Confidential Despatch
No. 513 - Diplomatic from this Legation dated July 25,
1935, and, in connection with the proposed construction
of two steel bridges across the Tigris River at Baghdad,
1/ to forward herewith a copy of the official preliminary
notice of invitation for tenders for construction.
This preliminary notice was published in a local paper
on February 17, 1936.

Respectfully yours,

P. Knabenshue
P. Knabenshue.

FILED
MAR 12 1936

✓ Enclosure:
Preliminary notice.

File No. 815.4
JSM/jno.

890G.1541/14

Enclosure No. 1 to despatch No. 586 - Diplomatic - of
February 18, 1936, from American Legation, Baghdad, Iraq.

SOURCE: The Iraq Times,
No. 7254 of February
17, 1936, Baghdad.

Preliminary Notice of Call for Tenders:

BAGHDAD BRIDGES

1. Notice is hereby given that early in March, 1936, the Ministry of Economics and Communications of the Government of Iraq will make available the documents and plans necessary for firms of Engineering Contractors who may wish to tender for the construction of two permanent Steel Bridges across the River Tigris at Baghdad.

2. The documents and plans will be made available for inspection simultaneously at the Ministry of Economics and Communications, Baghdad, and by appointment at the Offices of Messrs Coode, Wilson, Mitchell, and Vaughan-Lee at 9 Victoria Street, Westminster, London, S.W.1., and a period of three months from the date upon which the documents and plans first become available will be allowed for the preparation of the tenders and their submission in Baghdad.

3. Any firm of contractors wishing to submit a tender must first pay 15 Iraqi Dinars and make a deposit of 1,000 Iraqi Dinars in cash at the Government Bankers, The Eastern Bank, Ltd., either in Baghdad or London. On production of the receipts for the above-mentioned payment and deposit, the contractors can then obtain copies of the documents and plans from either the Ministry of Economics and Communications in Baghdad or Messrs Coode, Wilson, Mitchell, and Vaughan-Lee in London.

4. A further Notice fixing the date upon which the documents and plans will be made available will be issued about the end of the current month, February, 1936.

Baghdad,
12th February, 1936.

Mohammed Amin Zaki,
Minister of Economics and Communications.



60656

NE
*AE*LEGATION OF THE
UNITED STATES OF AMERICABaghdad
March 2, 1936RECEIVED
DEPARTMENT OF STATE

1936 MAR 17 PM 3 51

No. 594 - Diplomatic

Subject: Notice of Call for Tenders,
Baghdad Bridges

FOR DISTRIBUTION - CHECK		Yes	No
To the Field		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is U. S. A.		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Copy to Commerce</i>			
<i>AW</i>			

DEPARTMENT OF STATE	
<i>PAID</i>	<i>18</i>
MAR 18 1936	
DIVISION OF NEAR EASTERN AFFAIRS	

8906.1541/15

RECORDING DESK	
FILE - <i>WING</i>	
<i>20</i>	
ASSISTANT SECRETARY OF STATE	
DEPARTMENT OF STATE	
<i>Ad</i>	

MAR 21 1936

The Honorable

The Secretary of State

Washington.

Sir:

I have the honor to refer to my despatch
No. 586, Diplomatic, dated Baghdad, February 18,

1936

CNB
*59874**8906.1541/14*

MAR 25 1936

FILED

1/

1936, and to forward herewith a copy of the
Notice of Call for Tenders supplied to this
Legation by the Iraqi Ministry of Foreign
Affairs.

Respectfully yours,



P. Knabenshue.



Enclosure: As stated.

JSM:MH

File No. 815.4

C O P Y

Enclosure No. 1 with despatch
No. 594, Diplomatic, dated
March 2, 1936, from the Lega-
tion at Baghdad.

NOTICE OF CALL FOR TENDERS

BAGHDAD BRIDGES

TENDERS are invited by the MINISTRY OF ECONOMICS AND COMMUNICATIONS OF THE GOVERNMENT OF 'IRAQ for the construction of two permanent STEEL BRIDGES ACROSS THE RIVER TIGRIS AT BAGHDAD.

2. The contract documents, plans and full information as to tendering may be inspected on and after the Ninth day of March, 1936, at either of the following offices:

- (a) Ministry of Economics and Communications,
Baghdad.
- (b) The Offices of Messrs: Coode, Wilson,
Mitchell and Vaughn-Lee, 9 Victoria
Street, Westminster, London, E.1. 1.

3. Persons desiring to tender may obtain copies of the contract documents, specifications, schedules and plans between the Ninth day of March, 1936, and the Eighth day of April, 1936, (both dates inclusive) from either the Ministry of Economics and Communications in Baghdad or Messrs: Coode, Wilson, Mitchell and Vaughn-Lee in London upon payment of Fifteen 'Iraqi Dinars and after making a deposit of Three Thousand 'Iraqi Dinars in cash at the London or Baghdad Office of an approved Bank established in 'Iraq.

A further deposit of Seventeen Thousand 'Iraqi Dinars will be payable on the submission of a tender, the said deposit to be held as a guarantee of good faith of the tenderer.

The full detailed conditions as to these deposits may be ascertained from the Memorandum "Instructions to Persons Tendering" attached to the contract documents.

4. Tenders must be submitted to the Ministry of Economics and Communications, Baghdad, and will be received up to noon on the Eighth day of June, 1936.

5. This Notice supercedes and cancels the "Preliminary Notice of Call for Tenders" dated the Twelfth day of February, 1936, issued in the Al Waqayi' Al 'Iraqiya No. 1491 dated the seventeenth day of February, 1936.

MUHAMMAD AL IN ZAKI,
Minister of Economics and
Communications.

Baghdad, 25th February, 1936.

DOCUMENT FILE

NOTE

SEE 890g.00 General conditions/80 FOR #651

FROM Iraq (Knabenshue) DATED June 16, 1936

TO NAME 1-1127 ...

REGARDING:

Construction of bridges across the Tigris at Baghdad.

Announcement of Ministry of Economics and Communications
concerning opening of bids for -.

890G.1541/16

TENDER FOR BAGHDAD BRIDGES

The following announcement has been received from the Ministry of Economics and Communications:

"Tenders for the construction of two permanent steel bridges across the River Tigris at Baghdad were submitted by seven well known foreign firms. The tenders were opened by a special committee in the Ministry of Economics and Communications on June 8, 1936, and all tenders were admitted to adjudication. The two lowest tenders submitted were less than ID 285,000 for the construction of both bridges.

"The consulting engineers and the responsible departments are now examining the tenders, designs, figures and other technical details, and will submit a report to the Government in due course. During the next few days newspapers will be furnished with a photograph showing the design of the proposed bridges for the benefit of the public."

--Al-Iraq, June 10, 1936.

Comment: The pictures were duly published. It is not known whether or not an American firm bid for the bridges.

FIRST RADIO BROADCAST FROM BAGHDAD

The initial program of the Baghdad Broadcasting Station was broadcast on May 10, 1936. The Government made official announcements on different subjects.

--Al-Nida, June 12, 1936.

Comment: The principal entertainers on this program were an Egyptian, a Palestinian and a Syrian.

AN AIR LINE BETWEEN IRAQ AND IRAN

The appropriate governmental department is in negotiation with the Iranian Government for the establishment of an air line for passenger and mail transport between Iraq

and

DOCUMENT FILE

NOTE

SEE 890g.51/55 FOR #843

FROM Iraq (Satterthwaite) DATED Aug.5, 1937
TO NAME

1-1127 GPO

REGARDING:

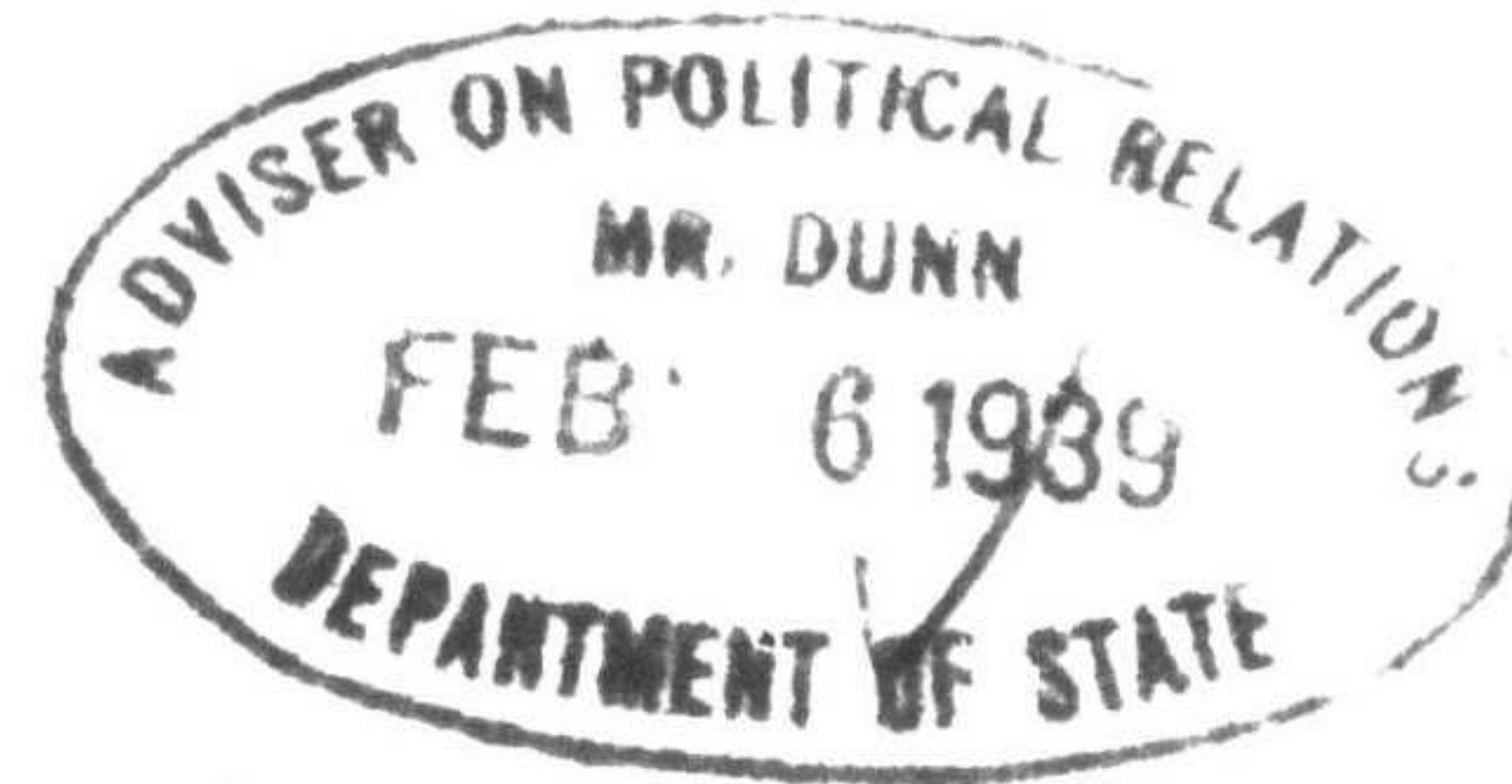
Loan of one million pounds floated by Iraq in London which will be used in part for two bridges over the Tigris River at Baghdad.

890G.1541 / 17



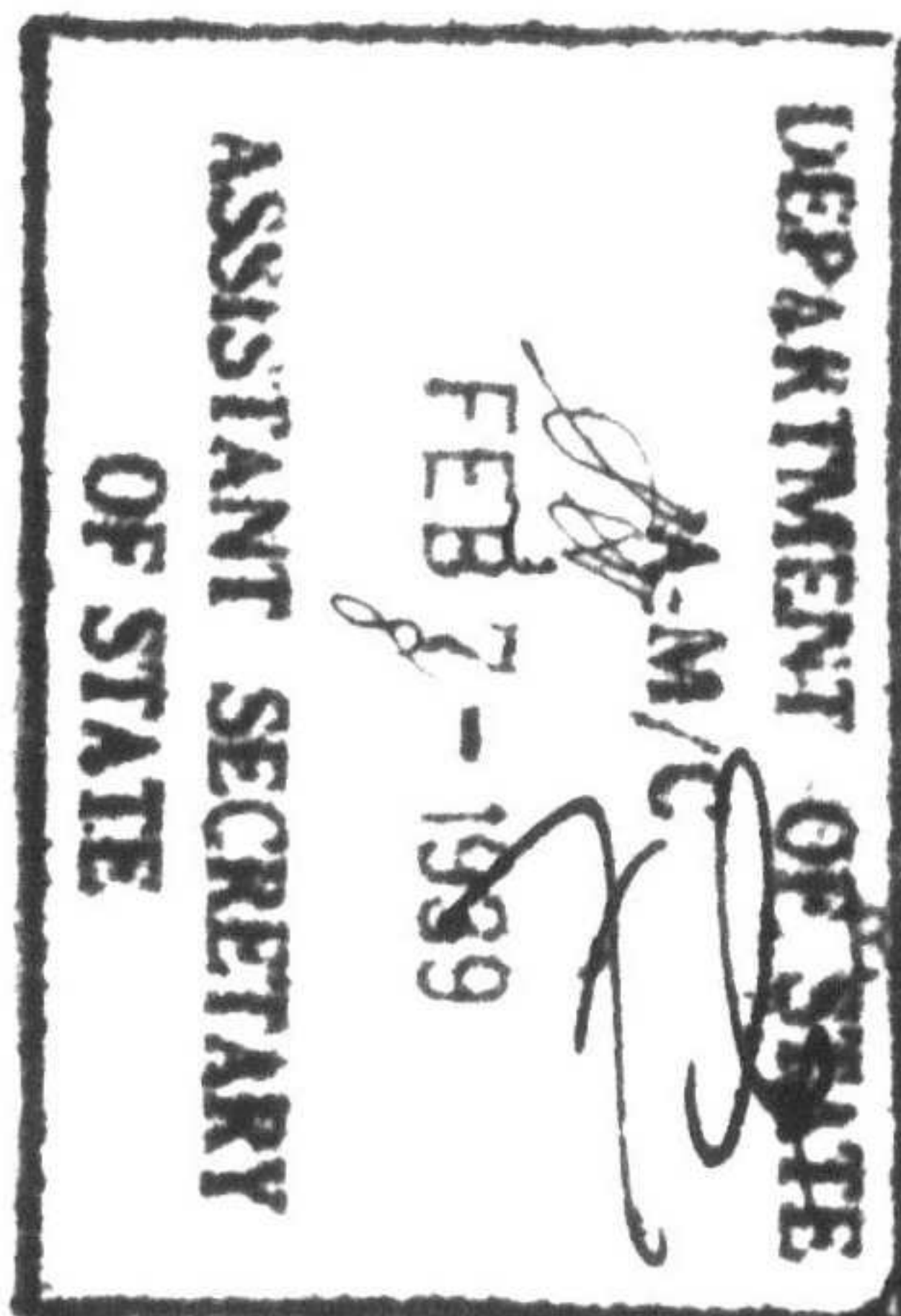
LEGATION OF THE
UNITED STATES OF AMERICA
Baghdad, Iraq, January 5, 1939.

2550



No. 1212

Subject: Transmitting Article Concerning
Steel Bridges at Baghdad.



A-M/C
RECORDING DESK
FILE - C.f.

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RECEIVED
DEPARTMENT OF STATE

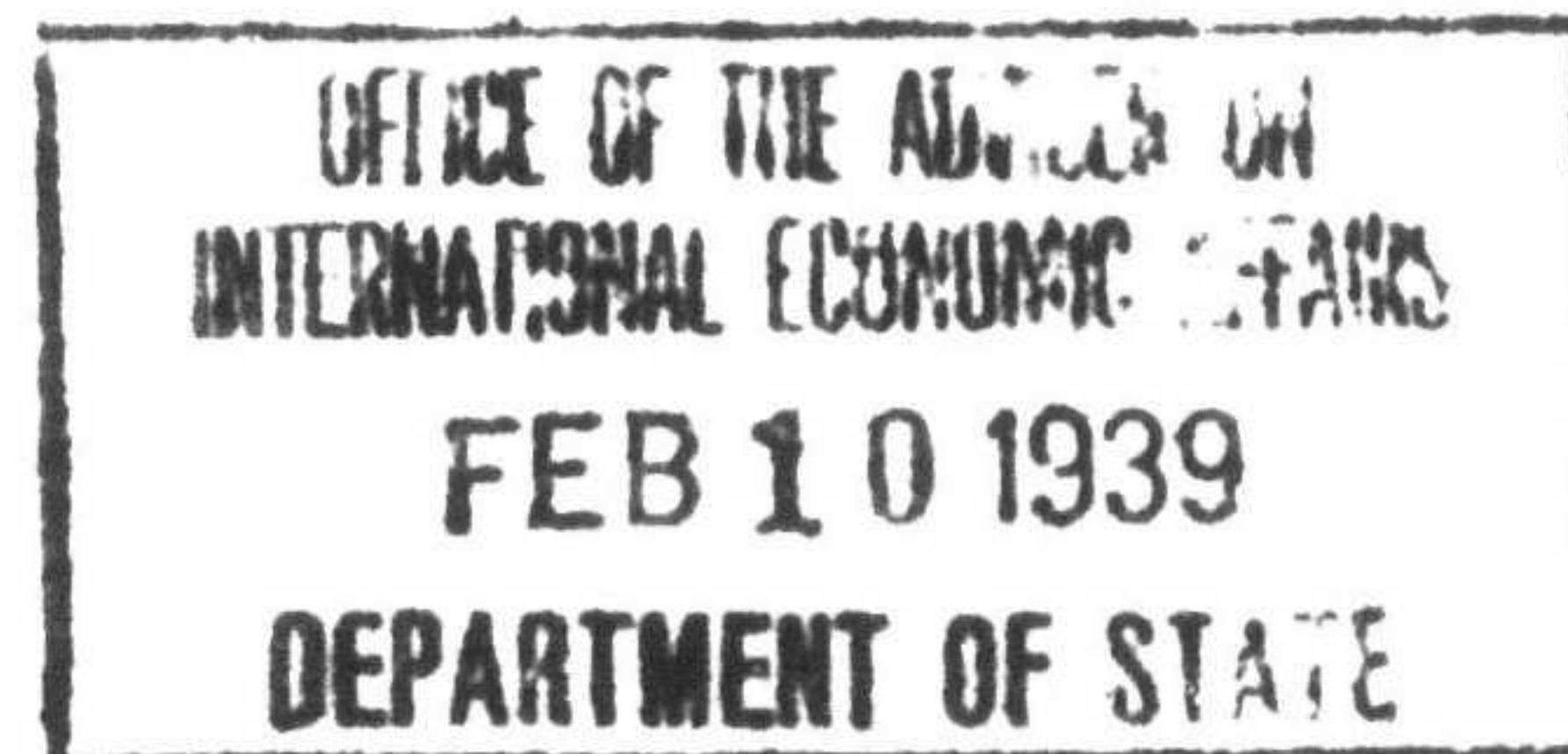
1939 FEB 2 PM 1 36

Lt. Comm.

FEB 8 1939

The Honorable

The Secretary of State,
Washington, D.C.



Sir:

I have the honor to enclose as of possible interest to the Department an article which appeared in the Christmas Number of "The Iraq Times" entitled: "Baghdad's New Bridges: How they are Being Built."

The bridges to which the article refers are, of course, the two new steel bridges which are being built across the Tigris at Baghdad and which when completed will replace the old Maude and North bridges, the former of which was constructed by the British military forces during the World War. Both these old bridges are of the

pontoon

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pontoon floating type.

The enclosed article in addition to discussing the engineering aspects of the construction of these new steel bridges also refers briefly to the history of bridges over the Tigris at Baghdad and states in that connection that the earliest bridges known to history are believed to have been constructed at that place.

Respectfully yours,

A handwritten signature in cursive script, appearing to read "P. Knabenshue".

P. Knabenshue.

A hand-drawn arrow pointing from the "Enclosure:" text to the top-left corner of the page.

Enclosure:

As stated above.

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BAGHDAD'S NEW BRIDGES: HOW THEY ARE BEING BUILT WORKING 40 FEET UNDER THE BED OF THE TIGRIS

**How Difficulties Due to the Rise and
Fall of the River Have
Been Avoided**

TOTAL COST, I.D. 342,000

**40,000 CUBIC YARDS OF CONCRETE:
5,250 TONS OF STEEL**

It is peculiarly fitting that large-scale bridge building operations should once more be undertaken in Iraq, for there is good reason to believe that the earliest bridges known to history were built in this country. It is believed that in the time of Nimrod, about 2,200 B.C., the Euphrates was crossed at the City of Babylon by a bridge 660 ft. long and 35 ft. wide. No records are yet available to engineers giving information regarding the details of this bridge, although it is said that certain portions of the bridge, if not the whole of it, were made up of pointed brick arches.

A more authentic record of an ancient bridge is that of a bridge at Babylon built by Semiramis or Nitocris about 780 B.C. This bridge was definitely a short-span structure and consisted of stone piers carrying timber beams as superstructure. Even in those ancient times the Euphrates could not have been an easy river in which to carry out constructional work of any kind, and great credit is due to the Babylonians for having successfully tackled the problem and built a structure across that river.

A Difficult River

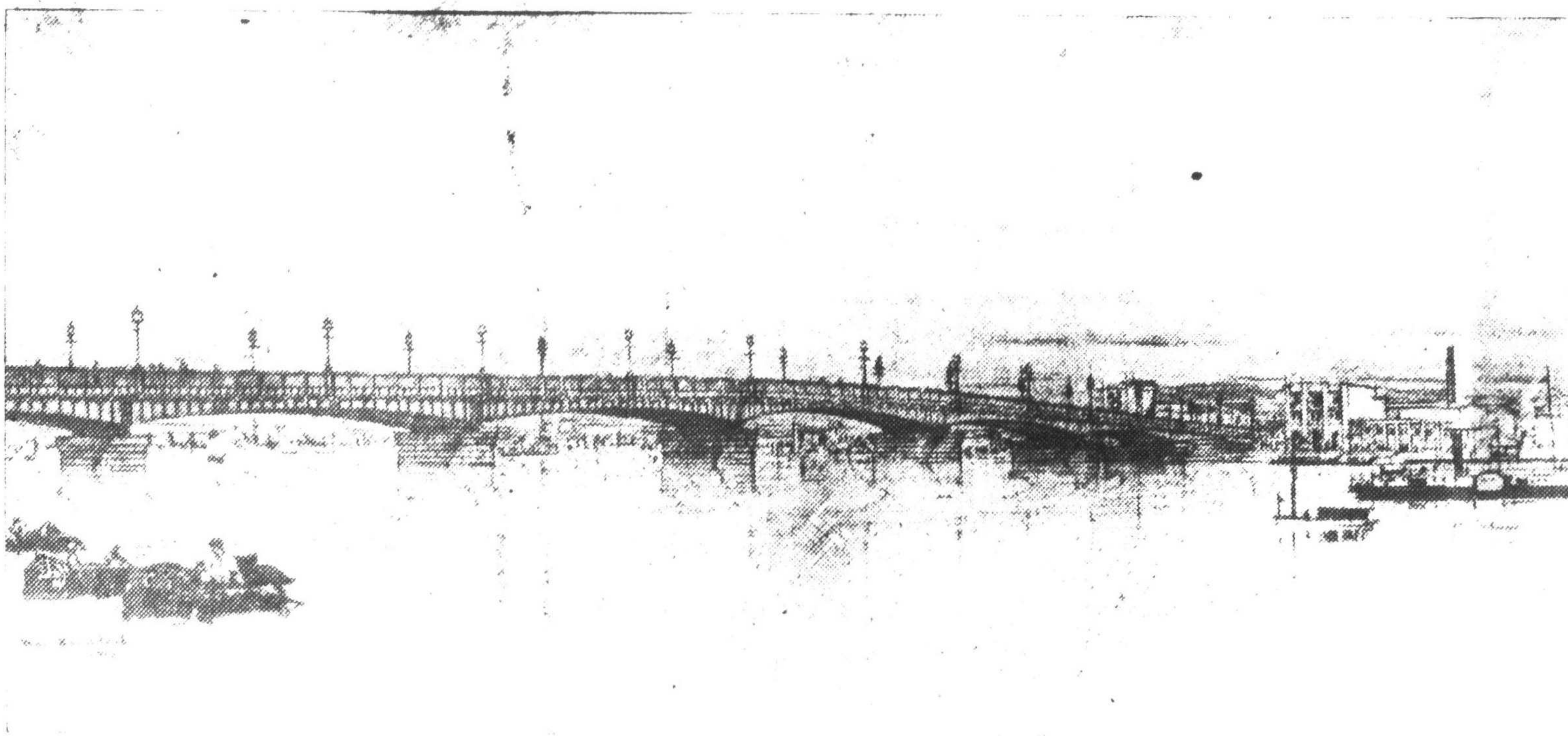
Engineering records do not contain any reference to permanent bridges over the Tigris, and it is believed, therefore, that the two bridges now being built in Baghdad are, apart from the Mosul bridge, the first of their kind on this river. From the point of view of the bridge builder the Tigris is not a good river to work in. It is liable to sudden rises, and these rises are frequently accompanied by scouring of the river bed so that any kind of foundation work is attended by greater risks than is the case on most of the large rivers of the world.

The present bridges have been designed so as to harmonise to the greatest possible extent with the characteristic features of the City of Baghdad, and to provide wide carriageways capable of carrying the heaviest road traffic at any desired speed across the river. The bridges are of the 'deck' type—i.e., all the supporting steelwork is below the roadway. This type of construction has a pleasing appearance, and in addition it does not involve any obstruction to the view of passengers and pedestrians in crossing.

No "Arches"

Although each bridge will look like a series of arches, they are not arch bridges in the proper sense. The cantilever principle is employed. This method of design enables the weight of the steelwork to be reduced considerably, and therefore reduces the overall cost of the bridge as a whole.

Each bridge will have a roadway 29' 6" in width and a footway on each side of the roadway 10' 0" in width.



An artist's impression of the new King Faisal Bridge in Baghdad, as it will appear when completed.

The load from the bridge is carried by concrete piers faced with concrete blocks. The piers are founded upon caissons filled with concrete sunk to a depth of 40ft. to 50ft. below the bed of the river.

In arranging the methods to be adopted in building these bridges the contractors, Messrs. Holloway Bros. (London) Ltd., decided in advance that to the greatest possible extent the construction should be independent of fluctuations in the level of the river. The plant for sinking the caissons and building the piers above them, therefore, is carried on floating pontoons which rise and fall with the river level and enable work to be carried on continuously.

Similarly, instead of building the steelwork in position between the piers and using temporary stages for the purpose, the steelwork is erected in a yard on the bank of the river and is completely assembled and rivetted before being lifted bodily by a set of pontoons and floated into position. Thus both the sinking of the caissons and the erection of the steelwork, which are the main operations in the construction of the bridges, are as nearly independent as possible of the rise and fall of the level of the river.

How Caissons Are Filled

The caissons, which form the foundations for the bridges, are constructed of steel and are filled with concrete progressively as sinking proceeds. The steel caisson is first built on the bank of the river and is floated out to its position before concreting is begun. As concrete is poured into the shell the caisson sinks under the weight and eventually touches the bed of the river. Each caisson is provided with a working chamber at its lower extremity, and this working chamber is in communication with the surface by means of vertical shafts with ladders which are large enough to allow men and materials to be passed up and down.

At about the time when the caisson touches the river bed special chambers, known as air locks, are mounted on top of the shafts, and air under pressure is allowed to pass inside the caisson through these chambers. The entrance of the air under pressure drives out the water from the inside of the caisson, and it is then possible for men to descend to river bed level and to excavate the river bed so that the caisson may sink.

Excavation

Excavation is carried out with ordinary tools such as picks and shovels. The material is loaded into large buckets and is hoisted up the shafts and through special relay chambers to the outside atmosphere. As excavation proceeds concrete is added, and the caisson gradually sinks until a suitable level is reached where the material is fit for a foundation.

At this level the working chamber is thoroughly cleaned out and filled up with concrete, the men who place the concrete retreating one by one as the chamber gradually becomes filled. Air pressure is maintained until the concrete inside the working chamber is thoroughly hard, after which the air pressure is released and the inside of the foundation is sealed off from outside water pressure. The air locks and shafts are then removed; the wells formerly occupied by the shafts are filled up with concrete, and, upon a certain predetermined level being reached with the concrete, the blockwork forming the piers begins and is carried up to the final level.

"Caisson Sickness"

The work of excavating and concreting caissons requires special

qualities of physique and stamina in the men employed, and it has been found that Kurdish labourers are particularly well suited for this class of work. Caisson workers occasionally suffer a certain amount of discomfort from a temporary ailment known as "caisson sickness." When subjected to compressed air the body adjusts itself to the increased air pressure by absorbing air into the blood stream so that the pressure is equalised inside and outside the body. On the man's emerging from the compressed air chamber the oxygen in the blood stream finds its way out into the atmosphere more rapidly than the nitrogen. If the workman comes out too quickly a considerable quantity of nitrogen may be left in his blood stream in the form of bubbles. His blood circulation is hindered by the presence of these bubbles, and frequently a good deal of pain is suffered before he gets rid of the nitrogen bubbles.

The contractors on the Baghdad Bridges have installed the most modern air-conditioning equipment so as to reduce the incidence of caisson sickness to the greatest possible extent.

Iraqi Workmen

When work on the Baghdad bridges was first begun very few Iraqi workmen had had any experience of the operations commonly carried out in work of this description. The contractors therefore had to train most of the men in such operations as steel erection, rivetting, welding, concrete work, and plant maintenance. Iraqi workmen have proved themselves to be intelligent and adaptable, with the result that progress on the bridges as a whole now compares favourably with similar work in other countries.

The length of the North Bridge is approximately 700 feet between the river walls, and when completed it will contain approximately 2,250 tons of steelwork and about 17,500 cubic yards of concrete. The total amount of material excavated from the bed of the river for the sinking of the foundations is about 17,000 cubic yards. The cost of the North Bridge is approximately I.D. 148,000.

The King Faisal Bridge is about 980 feet in length, and contains about 3,000 tons of steel and 22,500 cubic yards of concrete. Excavation for foundations totals about 22,000 cubic yards. The cost of the King Faisal Bridge will be approximately I.D. 194,000.

In addition to its surface loads of vehicles and pedestrians, each bridge will carry water mains, electric power cables, and telephone and telegraph wires.

On completion of the bridges traffic conditions in Baghdad will be greatly improved, and it is reasonable to expect that the West Bank of the River will be developed to a much greater extent than it has been hitherto.

Central File: Decimal File 890G.1541, Internal Affairs Of States, Public Works., Roads. Streets. Highways. Paving., Iraq, Bridges., September 9, 1931 - January 5, 1939. September 9, 1931 - January 5, 1939. MS Iraq: Records of the U.S. Department of State, 1888-1944: Records of the Department of State Relating to Internal Affairs of Iraq, 1930-1944. National Archives (United States). Archives Unbound, link.gale.com/apps/doc/SC5111801287/GDSC?u=cale23906&sid=GDSC&xid=213ba240&pg=24. Accessed 28 Apr. 2021.